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CLASSIFICATION

COUNTRY Yugoslavia

REPORT NO.

TOPIC ZAGREB- SUSAK Railroad Line

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25X1 DATE OF CONTENT see

DATE OBTAINED _____ DATE PREPARED 21 October 1949

REFERENCES _____

PAGES 3

ENCLOSURES (NO. & TYPE)

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REMARKS

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19481. General Description

- a. Single-track standard-gauge, 229 km.
- b. Operations: 30 trains per 24 hours.
- c. Maximum speed: 60 km per hour.
- d. Maximum axle pressure: 18 tons.
- e. Permissible number of axles: 120 per train.
- f. Type of rails: S 45a - 45.25 kg per meter.

2. ZAGREB railroad stations

a. Main Station: Only passenger and transit traffic. Engine house with minor repair shop in southeastern section of station area; adjoining locomotive and railroad car repair shop. Electrically operated interlocking plant and signal installations. About 20 working tracks, in addition to shop tracks, also some factory tracks in the eastern section of the station.

b. East Station: Freight station, with about 40 tracks and connections with the Main Station and the airfield. The signal shop is halfway between the Main Station and the freight station, about 3 km from Main Station.

c. West Station: Shunting station, with various factory tracks.

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Document No. 200 CLASSIFICATION

No Change in Class.

Declassified

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the

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Performance: 4,774 trains, including 2,907 freight trains, were assembled in the first half of 1948. Loading and unloading averaged 300 cars per day.

3. Railroad Stations

LESKOVAC KROMATSKI: 8 tracks for 120-axle trains; 4 shorter tracks

ZDENCINA: 6 tracks of 700 meters usable length each; 1 300-meter loading ramp.

JASTREBANSKO: 8 tracks of 700 meters usable length each; 1 300-meter loading ramp.

DRAGANICI: 6 tracks of 700 meters usable length each; 1 300-meter loading ramp

KRALOVAC: 10 locomotives; facilities for repair of locomotives. (see Annex 1)

DUGA RESA: 6 tracks, the shortest 640 meters; 1 240-meter loading ramp.

ZENEALSKI STOL.: 6 tracks, the shortest 640 meters; 1 200-meter loading ramp.

DONJE DUBLAVE: 4 tracks of 700 meters usable length each.

GORNJE DUBLAVE: 4 tracks of 700 meters usable length each.

OSTARJE: see Annex 2.

OJULIN: 9 locomotives; facilities for repair of locomotives. (see Annex 3)

VREOVSKO: 8 tracks of 700 meters usable length each; 1 200-meter loading ramp.

SRP. MORAVICE: 14 locomotives; major locomotive repair shop. (see Annex 4)

(A steep grade begins just behind the station, so that usually only trains of less than 40 axles are used on this line as far as PLASEC-CRIKSENICA, although heavy locomotives manage to pull trains of 120 axles. Station facilities have been designed accordingly. The sharpest curve on this line has a radius of 280 meters.)

SKRAD: 4 tracks of 640 meters usable length each.

KUPJAK: 3 tracks of 640 meters usable length each.

LEBNICK: 6 tracks of 700 meters usable length each, and 4 of 400 meters. 1 200-meter loading ramp.

LOKVE: 5 tracks of 640 meters usable length each and 2 tracks of 400 meters usable length each.

FUZINE: 4 tracks of 700 meters usable length each; 1 200-meter loading ramp.

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LIC: 4 tracks of 700 meters usable length each.

PLASE-CRIKVENICA: 6 tracks of 700 meters usable length each; downgrades of as much as 25 percent on the section as far as SKRLEJVO.

SKRLEJVO: see Annex 5.

(There is a three-track branch-off point between SKRLEJVO and RIJEKA. The left line leads to SuSAK through a winding, two-km tunnel; ascent, 25 percent. The right line, over a 200-meter viaduct and through a 100-meter tunnel, leads to RIJEKA.)

SUSAK: 10 tracks of 700 m usable length each and 4 tracks of up to 400 meters usable length; transloading from rail to barge and vice versa with 4 tracks of 800 meters usable length each.

4. Bridges

3 km beyond ZAGREB, across Save River, 300 meters long, double-track, maximum axle pressure, 2 tons.

$\frac{1}{2}$ km beyond KARLOVAC, across Korana River, 40 meters long.

5 km before GORNJE DUBAVL, across Mreznica River, 40 meters long.

$2\frac{1}{2}$ km before GORNJE DUBAVL, across Klobornica River, 200 meters long, 400 meters clearance over ground.

4 km before GOMIRJE, across Lobra River, 60 meters long.

3 km before GOMIRJE, across Lobra River, 50 meters long.

$\frac{1}{2}$ km before VRBOVSKO, across Lobra River, 40 meters long.

$3\frac{1}{2}$ km beyond VRBOVSKO, across Lobra River, 40 meters long.

$2\frac{1}{2}$ km before KUPJAK, across Jasla brook, 15 meters long.

$4\frac{1}{5}$ km before KUPJAK, across Susica brook, 10 meters long.

1 km before FUZINE, across Licanka brook, 20 meters long.

1 km beyond PLASE-CRIKVENICA, across Licanka brook, 30 meters long.

5. Tunnels

$2\frac{1}{2}$ km after GOMIRJE, 260 meters long.

6 km after GOMIRJE, 600 meters long.

2 km before KUPJAK, 1,500 meters long.

2 km before DELNICE, 80 meters long.

2.6 km after LOKVE, 550 meters long.

3 km before FUZINE, 250 meters long.

$2\frac{1}{5}$ km before LIC, 600 meters long.

$1\frac{1}{2}$ km before LIC, 660 meters long.

$1\frac{1}{10}$ km after LIC, 400 meters long.

$3\frac{1}{2}$ km before PLASE-CRIKVENICA, 200 meters long.

$1\frac{1}{5}$ km before PLASE-CRIKVENICA, 150 meters long.

3 km after PLASE-CRIKVENICA, 260 meters long.

Before SUSAK, winding, 2,000 meters long.

5 annexes: KARLOVAC; OSTARIJE; OGULIN; SRP. MORAVICE; SKRLEJVO.

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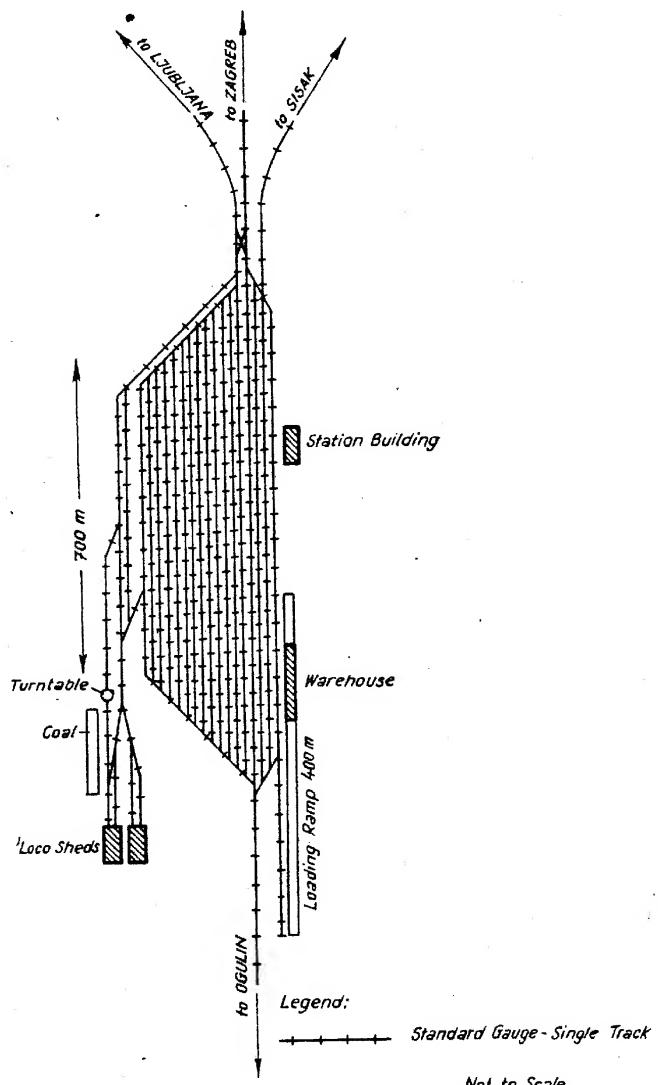
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Annex 1

KARLOVAC



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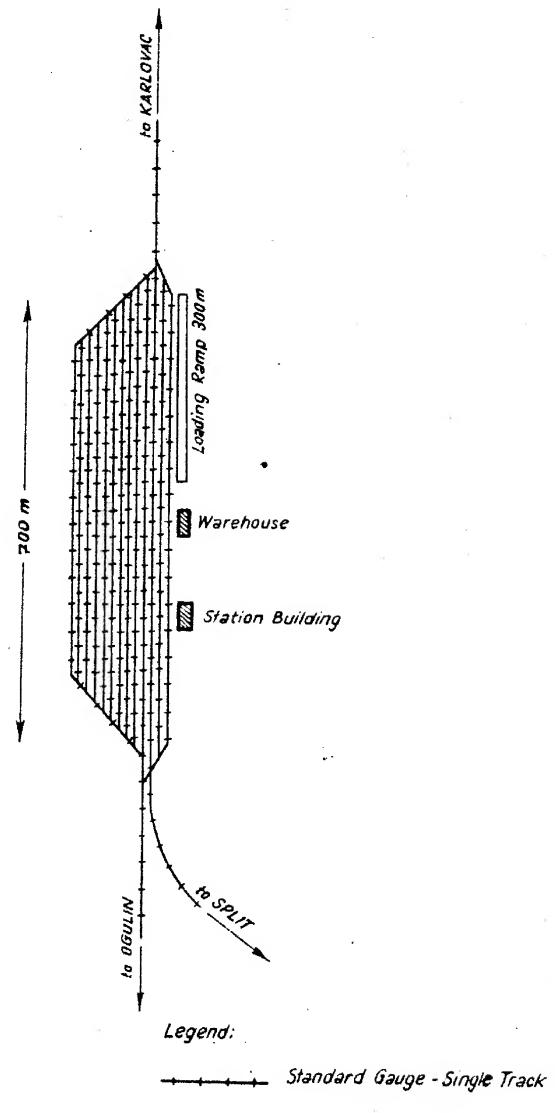
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Annex 2

OSTARIJE



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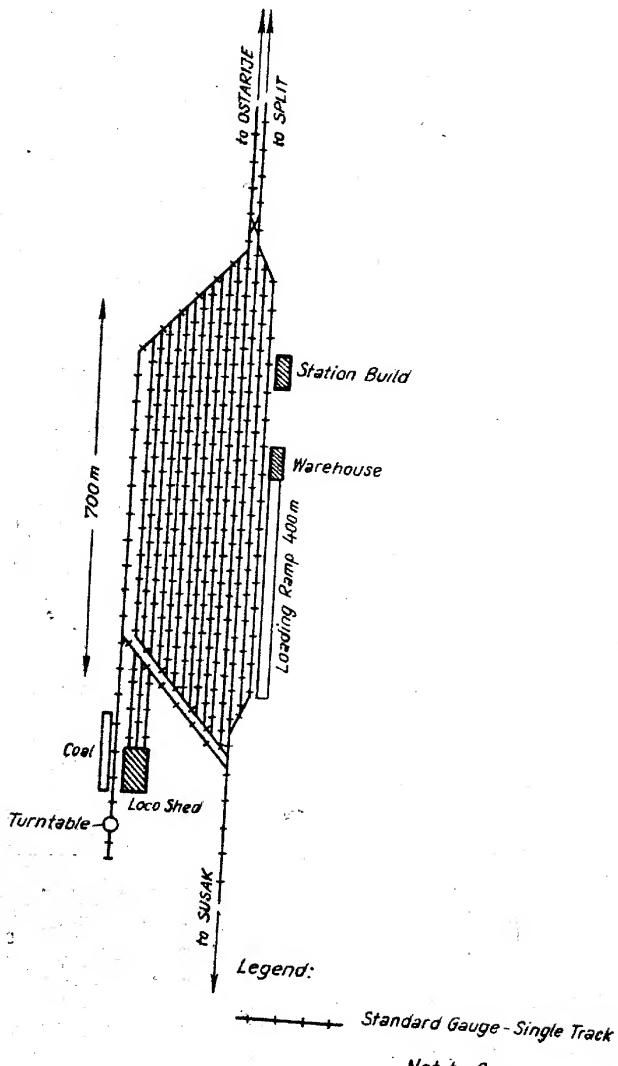
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Annex 3

OGULIN



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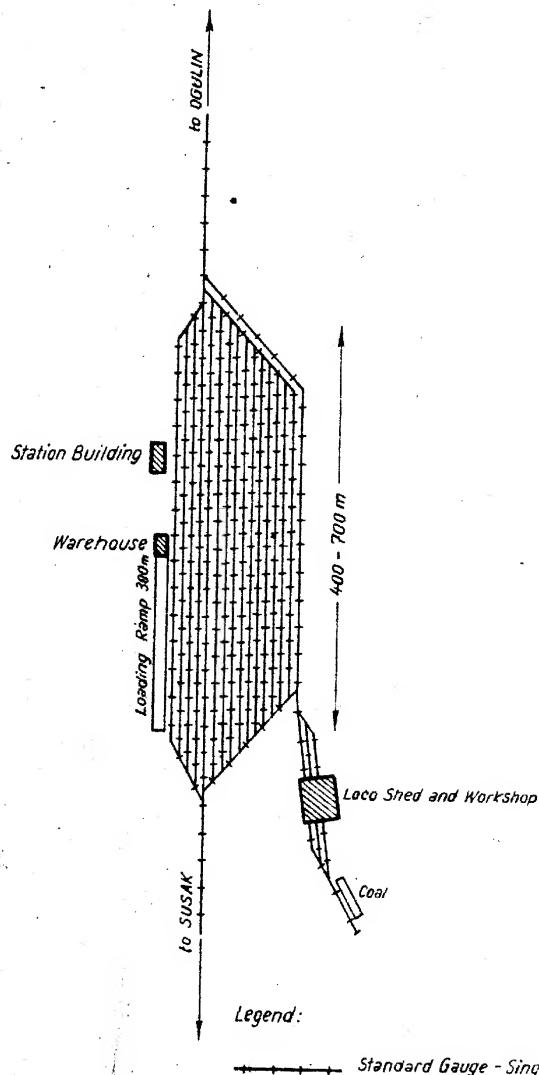
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SRP. MORAVICE



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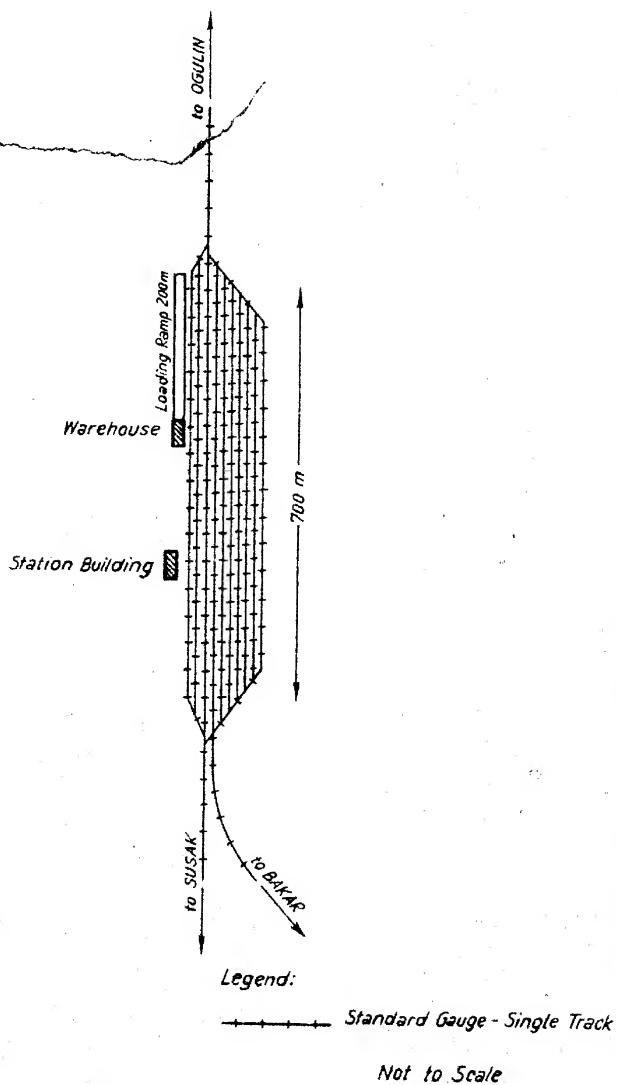
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Annex 5

SKRLJEVO



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